

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
BICYCLE AND PEDESTRIAN COMMITTEE

Tuesday, May 17, 2016 at 1:00 p.m.
MAG Office Building, Saguaro Room
302 North First Avenue, Phoenix

MEMBERS ATTENDING

Jim Hash, Mesa, Chair of Bicycle and Pedestrian Committee	* Mike Gillespie, Litchfield Park
# Jose Macias, El Mirage, Vice-Chair of Bicycle and Pedestrian Committee	* Ryan Wozniak, Maricopa Reed Kempton, Maricopa County
Michael Sanders, ADOT	Brandon Forrey, Peoria
# Raquel Schatz, Apache Junction	# Katherine Coles, Phoenix
* Michelle Delishek for Alison Rondone, Avondale	# Sidney Urias, Queen Creek Susan Conklu, Scottsdale
* Phil Reimer, Buckeye	Stephen Chang, Surprise
* Stacy Bridge-Denzak, Carefree	# Eric Iwersen, Tempe
# Ian Cordwell, Cave Creek	* Amanda Leuker, Valley Metro
Jason Crampton, Chandler	* Robert Carmona, Wickenburg
# Kristin Myers, Gilbert	# Grant Anderson, Youngtown
# Purab Adabala, Glendale	# Tiffany Halperin, American Society of Landscape Architects
Steve Careccia, Goodyear	Bob Beane, Coalition of Arizona Bicyclists
Kelly LaRosa, FHWA-Arizona	

*Members neither present nor represented by proxy
#Attended via audio-conference

OTHERS PRESENT

Caryn Logan Heaps, Brain and Brawn LLC	Wayne Kittelson, Kittelson & Associates
Suzanne Day, Valley Metro	Jason Stephens, MAG
Ray Yparraguirre, Kimley-Horn	Teri Kennedy, MAG
Brian Snider, Wilson and Company	Audra Koester Thomas, MAG
Randy Proch, Peoria	Margaret Boone, MAG
Jim Schoen, Kittelson & Associates	Martin Lucero, Surprise
Vinay Vanapalli, Stantec	Dawn Fortuna, Rick Eng
Mariah Runnels, Coffman Studio	Justin Azevedo, Coffman Studio
Karla Kingsley, Kittelson & Associates	Liza Golden, MCDPH

1. Call to Order

Chair Jim Hash of Mesa called the meeting to order at 1:00 p.m. A roll call was taken by Mr. Jason Stephens of MAG to confirm attendance.

2. Approval of the April 19, 2016 Meeting Minutes of the Bicycle and Pedestrian Committee

Chair Hash asked the committee if there were any questions in regard to the minutes taken at the April MAG Bicycle and Pedestrian Committee meeting. There were no questions and he asked for a motion to approve the minutes. Stephen Chang of Surprise moved to approve the April meeting minutes. Katherine Coles of Phoenix seconded the motion. The motion passed unanimously.

3. Call to the Audience

An opportunity was provided to members of the public to address the MAG Bicycle and Pedestrian Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public were requested not to exceed a three minute time period for their comments. A total of 15 minutes was provided for the Call to the Audience agenda item, unless the Bicycle and the Pedestrian Committee requests an exception to this limit. Those wishing to comment on action agenda items were given an opportunity at the time the item was heard. There were no members of the public who requested to speak.

4. Staff and Member Agency Reports

Bob Beane of the Coalition of Arizona Bicyclists stated that the Coalition was contacted by Google and participated in a meeting related to Google's self driving car. He said he would send a summary of the meeting to Jason Stephens of MAG for distribution to the rest of the Bicycle and Pedestrian Committee. Ian Cordwell of Cave Creek stated that the Town's bike lanes are almost completed connecting Phoenix to Scottsdale through the town of Cave Creek and Carefree. Chair Hash asked for an estimated completion date for the bike lanes. Mr. Cordwell responded June 1st.

5. Guidebook for Developing Pedestrian and Bicycle Performance Measures

Wayne Kittelson of Kittelson & Associates stated that Karla Kingsley of Kittelson & Associates would be helping him during the presentation. He stated that the guidebook was completed for the United States Department of Transportation (USDOT). He stated that the guidebook was a result of the 2010 policy statement that the Federal Highway Administration (FHWA) developed on bicycle and pedestrian accommodation that was incorporated into FHWA's 2013 work plan. He stated that it focuses on the national performance objective of safe and efficient bicycle facilities and is also consistent with the support for design flexibility for connected bicycle networks. He stated that it is also part of a larger set of projects that FHWA has going on that integrate the full range of objectives. He said the study process included a number of resources both within FHWA and across the country. He stated the American Association of State Highway Transportation Officials (AASHTO), National Association of Transportation Officials (NACTO) and Institute of Transportation Engineers (ITE) also had significant input. He said they also conducted peer exchange meetings at the state, regional and local levels. He stated the City of Phoenix was included in the peer exchange meetings.

Ms. Kingsley stated that they took the broadest possible approach to determine what a performance measure would be for bicycle and pedestrian projects. She stated they focused on how to use metrics, in all the different planning processes that are being conducted including how to evaluate the current system, think about the desired system for the future, how investments are prioritized and how to

allocate funding and how to set standards that dictate how the system is constructed. She stated that the idea is link everything back to vision and goals that a community has. She stated as an example one objective to make a community the most walkable, would be to ensure that every house has access to the cities trail system. She stated that a performance measure that could apply when tracking progress is, every five years, calculate the percentage of households that are within a quarter mile access to the trail system. She stated the idea is to link the measures back to the goals. She stated they came up with a set of high level goals and used them as part of the framework for the guidebook. She said that scenario planning is one of the highest level of activities that an agency could undertake. She stated that Austin, Texas did this recently and measured several scenarios to find out which scenario was most in alignment with their goals. She stated one of the measures was VMT per capita. She said another activity to do with a measure would be benchmarking. She said you could measure how many miles of bicycle facilities there are today versus five years from now and set a target. She said alternatives comparison is more specific. Needs prioritization is another area to use performance measures. She stated that there are also standards and that measures could be used to define them. She stated that one might need different measures for different purposes. She stated that another resource for prioritization for bicycle and pedestrian facilities is called (National Cooperative Highway Research Program) NCHRP 803 Active Trans Priority Tool and it provides a much more in depth priority method and framework for prioritizing needs. She stated the final two key questions is to think about the geography of the analysis and then the land use type - rural versus urban areas. She stated that once done selecting measures there is a performance measures tool box that is in the second half of the guidebook.

Jason Crampton of Chandler stated that on the transit side the federal government is strongly suggesting performance measures. He asked if there is a push from the federal government to do these measures as a tie to federal funds. Ms. Kingsley stated that FHWA is moving in that direction and is promoting performance based plans. She said FHWA is really looking at networks when it comes to bicycle and pedestrian planning. She stated that FHWA has not mandated performance measures for bicycle and pedestrian plans beyond the safety rules. She stated the guidebook is not mandated, but to be used as a guide at this time.

6. South Mountain Regional Bike Path/Multi-Use Path

Carmelo Acevedo of ADOT introduced Ken Smith of HDR Engineering, Inc., as part of the team to discuss the South Mountain regional path. He stated that as the committee follows from one end of the map to the other (***maps of the route were taped to the tables or committee members to look at and reference***) following the pink line, that is the share use path. He stated that at 17th Avenue, there is a curve and that is so that they can build over the drainage structure. He said there are a series of curves along the path. He said the path is 15 feet -wide and shared use. He stated that Pecos Road is being re-purposed with an overlay of three inches of asphalt. He said there is two feet of unpaved shoulders on each side with six to one slopes or flatter. He said it is going to be designed to City of Phoenix standards to mimic what is already in the city. He said AASHTO guidelines were also applied where applicable. He stated he would like to take questions from the committee.

Mr. Beane stated that it appears that there is not a way to get onto the path at Desert Foothills Parkway right now. He stated that people should be able to reach the path from either the overpasses or underpasses coming from the Ahwatukee area. Mr. Acevedo stated that is something they will have

to examine further. Mr. Smith stated that there is a lot of design left to do. Reed Kempton of Maricopa County asked if the cars are coming back down to grade level, same level as on the path, on the ramps.

Mr. Smith stated that is correct. Mr. Kempton asked if, at some point, the path comes back down to grade when getting on the freeway, and, if so, you could actually put a path adjacent to that. He said you would have to build the ramp out a little bit wider and bring it down and make the connection at grade level. Mr. Smith said they would take a look at that option. Mr. Crampton asked how the grade level crossings are going to work. He asked if there would be traffic lights. Mr. Smith stated that he would not think a stop light at the south leg of the arterials would be installed at this time.

Grant Anderson of Youngtown stated that the seven miles is a short distance. He asked if ADOT has considered continuing the path all the way around to the I-10. Mr. Acevedo stated that the path stops at 40th Street on Pecos due to the gate at the end of the road and a gate that leads onto the Gila River Indian Community (GRIC) property. He stated that maybe conversations can be had with GRIC to get access on that road to 51st Avenue. Mr. Anderson asked if the right of way being used for the freeway can accommodate a ten or 12-foot bike path. Mr. Acevedo stated that the National Environmental Policy Act (NEPA) process prevented the possibility of the bike path along the freeway. Mr. Smith stated that Mr. Acevedo said 40th Street, but the discussion is to extend to 24th Avenue. He said they could repurpose the alignments between 17th Avenue and 24th Avenue along Pecos Road and then look at the possibility of the jurisdictions to work with the GRIC for bike and pedestrian access to 51st Avenue. Mr. Anderson stated that in the conversations with the GRIC that someone should mention that many bike clubs and riders use 51st Avenue and Beltline all the way around the mountain. Mr. Smith stated that in conversations with Tempe, Chandler and Phoenix, that Phoenix and Chandler stated that they are going to contact the GRIC to discuss possibilities. Susan Conklu of Scottsdale asked why 15 feet wide and why asphalt. Mr. Acevedo stated that ADOT used City of Phoenix standards for the size and that Pecos is asphalt. Mr. Smith stated that the City of Phoenix standard is actually 12 feet, but that they felt they had more room to make it a little wider to allow more traffic along the path. Ms. Conklu stated that it is great to get more width, but if you cannot get to the path, it does not make it very usable. She asked if ADOT was considering underpasses at all the culverts, because that would be the best way to get under the freeway. Mr. Smith stated that drainage ways are not intended for bicyclists and they are not large enough, and they really want to stay out of the drainage ways.

Ms. Coles read a statement from Eileen Yazzie of Phoenix that the City of Phoenix supports the project and will maintain it once it is built. She stated Ms. Yazzie recognizes that the shared-use path does not go through the mountain, but will be working with Chandler, Tempe and GRIC to discuss ideas on continuing the pathway and partnering with the GRIC to pave Pecos road and 51st Avenue for a connected route to the other side of the mountain. Mr. Beane stated that ADOT's policy in the state is to allow bicyclists to use freeway shoulders except in the urban areas. He stated that heading west around the mountain from 17th Avenue to 51st Avenue, until and unless something is done, has there been any decision made on allowing bicyclists to use the shoulder to get from 17th Avenue to 51st Avenue or vice versa. He asked if this is something that can be thought about. Mr. Acevedo stated that he would take that suggestion back to ADOT and have a discussion. Mr. Kempton asked if there are other ramps between 17th Avenue and 51st Avenue for the freeway for people to get on and off. Mr. Acevedo stated that there are 13 interchanges on the project. Mr. Smith stated that the next interchange around the corner is 51st Avenue and Estrella, which is the last interchange at 17th Avenue before you get into the park. Mr. Beane stated that when ADOT is talking about repurposing Pecos Road, what they mean is using the existing shoulder. Mr. Acevedo stated that he believes it is actually the pavement course, not the shoulder. Mr. Smith stated that the design shoves the freeway toward the

northern side of the right of way, which provided an opportunity for utility corridors and the multi-use path along the south side.

Mr. Anderson stated that it appears Pecos Road could have been extended all the way to 30th Avenue. Mr. Smith stated that they are looking at a loop system and with the 17th Avenue alignment, one could get up to Chandler Boulevard and use the Chandler bike lanes to get back to the east. He stated that if there is an opportunity to work with GRIC to extend beyond 24th Avenue then they will pursue that. Mr. Kempton stated that in support of Mr. Beane, and as an interim solution, that ADOT should consider the shoulder from 17th Avenue to 51st Avenue. Ms. Coles asked if ADOT is planning any collector street crossings for bicycles and pedestrians or bridges for crossings. Mr. Acevedo stated that there will not be any bridges over Pecos Road. Mr. Smith stated that at every interchange there are sidewalks to allow bicycles and pedestrians to cross the freeway. He stated the one exception is the one at Desert Foothills Parkway.

7. Valley Bike Month

Suzanne Day of Valley Metro stated that there were more than 25 events and 13,000 participants region-wide. She stated that next year the date is Wednesday, April 17, 2017 for bike to work. She stated that there was a great variety of events and lots of new partners. She stated that 45 teams were formed for the Valley Bike Month Team Challenge on the SharetheRide.com website. She stated that the teams collectively burned more than 16 million calories. She stated the big winners were FedEx in the small team category with ten people and almost 300 trips tracked. She said the medium team winners were Phoenix Spokes People and the large team prize went to General Motors Innovation Center. Chair Hash asked if Ms. Day was going to hold Valley Bike Month planning committee meetings to come up with events next year. Ms. Day stated that she did not hold these types of meetings this year. She stated that she would develop a survey and send it to Mr. Stephens for distribution to bicycle and pedestrian committee members to gauge interest.

8. Next Meetings

Chair Hash stated that MAG is putting together a regional bicycle and pedestrian plan and asked the committee to be thinking of ways to enhance the plan moving forward in the committee process. He then noted that the next meeting of the MAG Bicycle and Pedestrian Committee would be on Tuesday, June 21, 2016 at 1:00 p.m. in the Ironwood Room and then he adjourned the meeting.